

BP SHIPPING EMERGENCY NOTIFICATION NUMBER:
WORLD WIDE +1 630 961 6200 or TLX (COUNTRY CODE UK 51) 290851
***** FULL DETAILS IN SECTION 7 OF THESE ORDERS *****

Vessel: LARGO SUN BP C/P dated: December 30 2016

Herewith voyage orders for above vessel. Please confirm to this office that the master has received and fully understood them.

Captain/Owners to advise if they cannot comply with any of the ASSURANCE REQUIREMENTS and any applicable restrictions listed for the Berths marked as "OK" in the below Port Clearance.

** Master to advise BP Ship Operator / Duty Ship Operator immediately should a request for open sampling be made **

1. ITINERARY

Operation : Load
Port : Port Arthur, Texas, U.S.A.
Terminal : Motiva -- Port Arthur

Laydays : January 2 2017 (00:01) - January 3 2017 (23:59)
Early Loading : APPROVED
Inspector : TBA*

Agent : Promar Agency Inc
14009 Hughes Road West
Dickinson, Texas 77539
Phone : +1 1 281 337 3339 (24 hour)
Fax : +1 1 281 614 1997
Email : houstonops@promaragency.com<<mailto:houstonops@promaragency.com>>

Master to contact local agents upon receipt of these orders for local reporting requirements.

Hub Agent : GAC SHIPPING (USA), INC.
BP Hub Americas
16200 Central Green Blvd
Houston, Texas 77032
TX 77032
Phone : +1 +1 281 214 8096
Fax : +1 +1 713 533 3220
Phone 2 : +1 +1 713 533 3208
Email : bphub.usa@gac.com<<mailto:bphub.usa@gac.com>>

Load Nomination
Cargo : Parcel 1

Grade : S 10
Quantity : NOT MORE THAN 251,000 BBLS
(Qtys should not exceed safe sailing/safe arrival drafts)
H2S : Please note this grade is potentially high in H2S, please take
necessary precautions.
Stowplan : Please submit BP Stowplan with full UKC calculations for nominated
quantity as per the attached.
Supplier : MOTIVA
Notes : API 37 // EDP APPLIES

Operation : Discharge
Port : Santos
Terminal : Santos

Inspector : Intertek

Agent : GAC Logistica Do Brazil Ltda.
Rua Alexandre Herculano, 197 – cj. 1205 /1206 – Gonzaga
Santos –SP Brasil
Sao Paulo
11050-031
Phone 2 : +55 55 13 3224 4190
Email : shipping.santos@gac.com<<mailto:shipping.santos@gac.com>>

Master to contact local agents upon receipt of these orders for local
reporting requirements.

Hub Agent : GAC SHIPPING (USA), INC.
BP Hub Americas
16200 Central Green Blvd
Houston, Texas 77032
TX 77032
Phone : +1 281 214 8096
Fax : +1 713 533 3220
Phone 2 : +1 713 533 3208
Email : bphub.usa@gac.com<<mailto:bphub.usa@gac.com>>

Discharge Nomination
Cargo : Parcel 1
Grade : S 10
Quantity : 35,400 m3
Receiver : IPIRANGA
Notes : OK TO DISCHARGE

Cargo : Parcel 2

Grade : S 10
Quantity : 4,600 m3
Receiver : BCI BRASIL CHINA IMPORTADORA E DISTRIBUIDORA S/A
Notes : DISCHARGE HOLD

The Letter of Indemnity as per clause 30.7 of BP Voy 5 is hereby invoked. As such the master is authorised to discharge cargo as per charterers instructions.

2. SLOPS ON BOARD:

Segregate and retain on board throughout the voyage.

3. TANK PREPARATION:

Unless otherwise instructed by this office, vessel must comply with following:-

- a. All vessels fitted with a SOLAS compliant IGS system, and if inerting is required as per the assurance requirements in section 6 of these voyage orders (Port Clearances), shall arrive loadport fully inerted. Details of a SOLAS compliant IGS system is set out in the IMO publication INERT GAS SYSTEMS, 1990 Edition as amended. This will include Nitrogen Generators capable of producing sufficient Nitrogen to ensure tanks atmosphere is maintained at less than 8% oxygen by volume at all times.
- b. Have all cargo tanks, pumps, valves, sampling and cargo pipelines, etc. for the nominated cargo cleaned and prepared to charterer's inspectors satisfaction.
- c. Upon receipt of these Voyage Orders and prior to arrival load port master to advise charterer's inspectors through the local agent:
 - i) Intentions for cargo tank preparations and/or actual cargo tank preparations completed and
 - ii) Last 3 cargoes tankwise
(Proper cleaning and presentation of tanks, lines etc. is and remains Owners' obligation under the CP. Nothing in what follows, or in any resulting communications, alters that.)
- d. The Vessel shall test cargo tank(s) vapour spaces for H2S and the Master shall report the measured levels to Charterers. Unless otherwise instructed, the H2S levels only in cargo tanks nominated for loading or discharging at that port shall also be reported to the Terminal at least 24 hours prior to arrival.

5. LADEN SPEED:

As per c/p 13.5 kts

6. PORT CLEARANCES:

Upon receipt of these voyage orders, the vessel is to advise the BP Ship Operator /

Duty Ship Operator immediately if the vessel is unable to comply with any of the assurance requirements detailed in the report below.

Under no circumstances should the vessel berth if:

- a. The vessel is called in to load/discharge at a berth that is not specified on the port clearance report as detailed below.
Layby/bunker only berths are excluded from this requirement and master should assess the risk before making a decision on whether to berth or not.
- b. The date range for the port/berth does not cover the period which the vessel will be within port limits as detailed below.
- c. The vessel is called in to load/discharge at a berth with assurance requirements that cannot be complied with.

VOYAGE CLEARANCE REPORT (External)

ATTENTION: Any draft and depth information contained in this report is for guidance only.

The vessel's Master shall determine drafts for the safe prosecution of the intended voyage in accordance with SOLAS Chapter V and Guidelines for Voyage Planning adopted in IMO Resolution A.893(21). The vessel's Master shall conduct such determination by all available means and retain all documented correspondence for all locations to ensure compliance with the BP Shipping Under Keel Clearance (UKC) requirement stated below:

"After taking into account environmental and physical factors and Squat experienced by the vessel , the Under Keel Clearance shall at no time be less than one point five per cent (1.5%) of the vessel's extreme breadth or thirty centimetres (30 cm), whichever is the greater."

Vessel	: LARGO SUN (IMO: 9746255)
VC No	: VCRV-A-0074195-1(Completed)
PC No	: VCRP-A-0074195-1(Completed)
Cargo	: ATK; Motor SP UNL; Naphtha; Ultra Low Sulphur Diesel oil
Laycan/BOL	: 03-Jan-2017

Vessel Outcome : OK

Assurance Requirements

1. The vessel shall be fitted with and use an Inert Gas System which is suitable for the cargo type being carried
2. The cargo should be loaded and discharged in a closed condition

Loading/Loading Ports:

Date : 30-Dec-2016 to 14-Jan-2017

Port : Port Arthur, Texas, U.S.A. - OK

Assurance Requirements

1. On July 11, 2016 the 68-foot fishing vessel Captain Kevin sank in Sabine Pass Channel in position 29° 38.87N 093° 49.73W

Shallow Draft Traffic:

1. Vessels must remain 220-yards from the sunken vessel. This equates to transiting on the eastern half of the navigable channel.

2. Transiting vessels must maintain a minimum wake speed I slow bell.

Deep Draft Traffic: The Captain of the Port may allow individual deep draft vessels to transit to determine the effect on the sunken vessel. Once satisfied that the vessel is not in danger of moving into the navigable channel, additional deep draft traffic may be permitted. The following restrictions will apply to all deep draft vessels transiting the safety zone.

1. No meeting or overtaking within the safety zone (one way traffic).

2. Maintain a minimum wake speed.

3. Remain 220-yards from the sunken vessel. This equates to transiting on the eastern half of the navigable channel.

Terminal : Motiva -- Port Arthur - OK

Berth : Motiva Berth No 2. - OK

Discharging/Discharging Ports:

Date : 20-Dec-2016 to 19-Jan-2017

Port : Santos - OK

Terminal : Ageo - OK

Berth : AGE0 01 - OK

Terminal : ALEMOA TANKER TERMINAL (SANTOS) - OK

Berth : P-1A - OK

Assurance Requirements

1. Vessel shall comply with the following cargo arm restrictions:

Arm No. Product Max Manifold Height

1 LPG 20.4M
2 Clean 15.8M
3 Clean 15.2M
4 Clean 15.2M
5 Crude/Fuel 15.2M
6 Crude/Fuel 15.2M
8 Clean 15.8M

Berth : P-2A - OK

Assurance Requirements

1. Vessel shall comply with the following cargo arm restrictions:

Arm No. Cargo Max Manifold Height

1 LPG 16.0M
2 Clean 15.8M
3 Clean 15.2M
4 Clean 15.2M
5 Dirty 15.2M
6 Dirty 15.2M

Terminal : Barnabe Island - OK

Berth : Bocaina - OK

Berth : Sao Paulo - OK

Terminal : Cosipa- Piacaguera Petcoke Terminal - OK

Berth : Cosipa (Piacaguera) Petcoke Terminal P5 - OK

Assurance Requirements

1. Vessel Beam of 32.24 m is greater than the Max Restriction of 32.00 m at Cosipa (Piacaguera) Petcoke Terminal P5. The clearance requestor shall obtain confirmation from the terminal that the vessel will be accepted with this dimension.

2. Conditions

Caution: The harbour and entrance channel are subject to silting and continual dredging is required; depths considerably less than those given above may be found at times, especially in areas N and W of Limoes Point, SE of Praia Point and in Conceicaozinha, Alamoia and Picaguera turning basins.

The height of tide is increased by SW winds and decreased by N winds.

Terminal : Santos - OK

Berth : Ultra Fertil - NO

1. Vessel Beam of 32.24 m is greater than the Max Restriction of 29.00 m at Ultra Fertil

Assurance Requirements

1. Berths

Berths and their approaches are subject to siltation. Draughts may be increased on suitable tides, subject to spot check on prevailing depths - consult port information.

Terminal : Usiminas Terminal - OK

Berth : Pier 3 - NO

1. Vessel Beam of 32.24 m is greater than the Max Restriction of 28.00 m at Pier 3

Berth : Pier 4 - NO

1. Vessel Beam of 32.24 m is greater than the Max Restriction of 28.00 m at Pier 4

Assurance Requirements

1. Usiminas P.4 Terminal Restriction: Maximum Aircraft form waterlevel up to the ship's hatchcoamings. 17 Meters.

2. Vessel LOA of 183.00 m is greater than the Max Restriction of 180.00 m at Pier 4. The clearance requestor shall obtain confirmation from the terminal that the vessel will be accepted with this dimension.

Source Code : Distillate Diesel(DDI)

Submitted : 27-Dec-2016 21:24:12 by Immink,John

VC Reviewed By : Processed Automatically

PC Reviewed By : Quagliano, John

The Shipmaster is to advise the BP Ship Operator / Duty Ship Operator immediately if the vessel does not comply with (a),(b) or (c) above. The vessel is not to berth until such time as a port clearance has been processed covering the revised location / dates.

7. INSTRUCTIONS FOR BP CASUALTY EMERGENCY NOTIFICATION:

In the event that the Vessel is involved in an emergency situation, the BP Casualty and Emergency Response Notification system must be applied as soon as possible.

(a) Defined emergencies

These include but are not limited to the following:

- death or fatality;
 - any injury or illness (requiring medical evacuation);
 - diversion or delay to a vessel as a result of seeking medical attention;
 - collision with a fixed or floating object (including marine mammals);
 - grounding or stranding;
 - structural failure;
 - fire;
 - explosion;
 - a security incident;
 - flooding;
 - vessel disabled (including loss of propulsion, steering or electrical power) at any time. Loss of electrical power (blackout) means that the standby generator (s) does not start and provide electrical power automatically or where electrical power is only available from the emergency generator;
 - any condition that affects the safe operation of the vessel (including loss of anchor and bow thruster failure);
 - an uncontrolled release of oil, chemical or hydrocarbon gas (liquid or vapour), specifically:
 - more than 159 litres (one barrel) of liquid hydrocarbon released to secondary containment;
 - any volume of liquid hydrocarbon released to water (or ice);
 - any volume of hazardous chemical released;
 - an uncontrolled venting or release of cargo from an LNG or LPG vessel;or
 - any uncontrolled release of hydrocarbons on deck when the vessel is in US territorial waters;
 - the vessel responding to a distress call or request for assistance;
 - an incident that may cause an adverse reaction from authorities, media, non-governmental organisations (NGOs), the general public or other credible body;
 - an emergency situation in close proximity to the vessel, which may impact the vessel; or
- any other situation that threatens the immediate or future safety of people, the environment, property or business.

These notifications should be made as early as is practical and when safe to do so.

(b) Notification Process

Notification shall be given immediately by one of the following means:

- contacting the BP Notification Centre
telephone: +1 630 961 6200
(or US Toll Free Number) +1 800 321 8642
(for Region 1, telephone notification is the preferred method)

or

- sending a "BP Casualty" email
email: bposs@uk.bp.com<mailto:bposs@uk.bp.com>

or

- sending a "BP Casualty" telex
telex: (country code UK 51) 290851

The Master must make sure that any additional reporting requirements are also made, such as:

- statutory notifications, including MARPOL, SOLAS and USCG reporting requirements for foreign flagged vessels operating in US territorial waters etc. ;
- local government notifications; and contractual notifications or additional Voyage Order notification(s).

The choice of using either telephone, email or telex is at the Master's discretion, depending on the circumstances and how best to raise the alert and provide critical information about the emergency situation.

Successfully raising the alert through either route shall only be deemed confirmed once the Master is in direct voice-to-voice contact with the Duty Incident Commander, or for the Americas, the Duty Qualified Individual.

For emails:

- the vessel's name and the words 'BP Casualty' must appear in the subject line.
- there must be no spaces, stops or commas between the "B" and "P". Letters may be in upper or lower case.
- the email contains the "critical information for casualty notification" shown in section (d).
- the correct region code, such as 1 or 2 or 3, is included in field code "D". This will make sure that the correct BP Shipping emergency response region is notified as shown in section (c); and
- a follow-up casualty notification by telephone must be made to the BP Notification Centre if no response is received within 15 minutes of sending the email.
- follow-up messages should not contain the words 'BP Casualty' in the subject line as this will re-activate the emergency notification.

For telexes:

- The words 'BP Casualty' must appear at the beginning of the first line of the telex immediately after the address.
- The words 'BP Casualty' must have no spaces, stops or commas between B and P and may be in the upper or lower case.
- the telex contains the “critical information for casualty notification” shown in section (d).
- the correct region code, such as 1 or 2 or 3, is included in field code “D”. This will make sure that the correct BP Shipping emergency response region is notified as shown in section (c); and
- a follow-up casualty notification by telephone must be made to the BP Notification Centre if no response is received within 15 minutes of sending the email.
- follow-up messages should not contain the words 'BP Casualty' in the first line of the telex as this will re-activate the emergency notification.

(c) BP Shipping emergency response regions

Vessel Location (Longitude)	BP Shipping ER Region
-----	-----
Easterly from 180 deg to 30 deg West	1
Easterly from 30 deg West to 60 deg East	2
Easterly from 60 deg East to 180 deg	3

(d) Critical information for casualty notification:

Code Information Required

-
- A. Name of Vessel, IMO Number and contact phone number;
 - B. Nature of emergency (collision, grounding etc.);
 - C. Position of the Ship (Latitude/Longitude, port);
 - D. BP Shipping Emergency Response Region (enter “1”, “2” or “3” only);
 - E. Name, nationality and type of any other vessel(s) involved;
 - F. Nature and extent of any damage;
 - G. Details of any fatalities and/or personal injuries;
 - H. Sea state and weather;
 - I. Is towage required?;
 - J. Whether the emergency is escalating or under control;
 - K. Local time (indicate time zone), and date of the incident;
 - L. Charterer if known;
 - M. The cargo type and quantity on board;
 - N. Cargo owner if known;
 - O. Any other relevant comments;

IN THE EVENT OF AN OIL SPILL

- P. If in port, the name of the owner of the installation and whether the Vessel is at a jetty, CBM, SBM or other;
- Q. Type of oil spilled (e.g. crude, black, white, lubes, or other);
- R. Estimated quantity spilled;
- S. Estimate of rate of spill if continuing;
- T. Is cleanup being attempted?;
- U. Cause if known, (e.g. overflow, hose burst, hull defect, leaking ships Valve(s), pipeline defect, or other);
- V. Any other relevant comments;

Other Notifications:

The obligations set out in this instruction are in addition to any statutory obligations which Owners or State Authorities may require of the Master in the event of any accident or incident casualty, including instructions and procedures cited in contingency and oil spill plans.

ADDITIONAL INSTRUCTIONS

INDEX:

- A) OUT OF HOURS CONTACTS
- B) ETAS AND ADVICES
- C) UNDER KEEL CLEARANCE
- D) EVEN KEEL
- E) NOR
- F) CARGO QUANTITY
- G) FREE PRATIQUE
- H) INERT GAS
- I) BP BILLS OF LADING
- J) STS OPERATIONS
- K) BP ANTI-CORRUPTION & BRIBERY POLICY
- L) USA REQUIREMENTS
- M) VENEZUELA REQUIREMENTS
- N) MAGELLAN STRAITS
- O) THIS IS A SPARE SECTION FOR ADDITIONAL INFO

A) OUT OF HOURS CONTACTS

For calls that are of an operational nature (ie not an emergency as defined in section 7), please contact your ship operator/duty ship operator.

Please leave a detailed message with a contact telephone number should your call get diverted to voicemail.

B) ETAS AND ADVICES

Master to advise ETA immediately on receipt of these orders and thereafter in accordance with the Charter party (ie 7 days, 96, 72, 48 and 24 hours prior arrival at all ports), also advising any change in excess of 6 hours to BP Shipping, London email: operations@bpshipping.com<<mailto:operations@bpshipping.com>> and agents.

ADDITIONAL NOTIFY PARTIES

GCTRDIST@BP.COM<<mailto:GCTRDIST@BP.COM>>

OPERATIONS@BPSHIPPING.COM<<mailto:OPERATIONS@BPSHIPPING.COM>>

NICHOLAS.BASSETT@BP.COM<<mailto:NICHOLAS.BASSETT@BP.COM>>

In addition please copy the following advices to all parties:

On departure load/discharge port:

- a) arrival time with bunker ROB at EOSP
- b) n.o.r.
- c) p.o.b. and all fast
- d) hoses connected
- e) commencement and completion deballasting
- f) commencement and completion cargo operations
- g) hoses disconnected
- h) documents on board
- i) unberthed
- j) sailed time with bunker ROB at COSP
- k) ETA and arrival draft next port (SW and FW)
- l) title of bill of lading and date
- m) whether original bill of lading onboard
- n) details of grade, quantity (mt/lt/bbls/api), consignor, consignee, destination and unique bill of lading identifier, if any, as shown on the bill of lading
- o) ships figures. (master to submit a letter of protest if ships figures less than blading figures)
- p) advise if cargo samples and cargo documents on board

On departure load port:

Daily noon message:

- 1. ETA at
- 2. distance to go
- 3. noon position
- 4. average speed and main engine RPM over last 24 hrs
- 5. average weather conditions over last 24 hrs
- 6. tank by tank temperature of cargo and change of average temperature over last 24 hours
- 7. bunker ROB figures

C) UNDER KEEL CLEARANCE

Notwithstanding any provision in this charter to the contrary, the vessel's maximum allowable aggregate cargo intake must allow for under keel clearances which at all stages of the voyage are compliant with BP's Under Keel Clearance Policy, which states:

"After taking into account environmental and physical factors and Squat experienced by the vessel, the Under Keel Clearance shall at no time be less than one point five per cent (1.5%) of the vessel's extreme breadth or thirty centimetres (30 cm), whichever is the greater."

Owners are required to immediately communicate their Under Keel Clearance Policy or any local requirements if either are more stringent than BP's.

Over the Tide Operations must not be performed without prior agreement of Charterers.

D) EVEN KEEL

Master to advise Charterers if the vessel is unable to trim to even keel for arrival at a discharge port.

E) NOR

Owners shall instruct Master to give written confirmation to Charterers only of whether the vessel would be capable of tendering Notice of Readiness ("NOR") on arrival.

Subject to any advised Early Loading restrictions, if the vessel would not be ready to tender NOR on arrival, Master to advise Charterers in writing of his best estimate of date/time when NOR is likely to be tendered and any change(s) thereof.

F) CARGO QUANTITY

Master to advise BP Ship Operator / Duty Ship Operator immediately on receipt of these orders if any of the following apply:

- The cargo nominated cannot be loaded, or if any difficulties are anticipated during loading in order to meet the nominated quantities.
- The terminal disagrees with quantity/grade requested.
- If there is a difference between the Ship/Bill of Lading figure greater than 0.3% after the Vessel Experience Factor has been applied, Master is not to sign the B/L without approval from BP Shipping. If the difference is equal to or less than 0.3% after the Vessel Experience Factor has been applied - please issue a Letter of Protest only.
- Difficulties are experienced during loading or discharging that interferes with cargo operations.
- Any reasons for failing to load quantity specified and whether ship or shore stop applies.

- If shore stops loading before ordered quantity is achieved or if shore insists on loading in excess of the quantity required by vessel as ordered by us.

G) FREE PRATIQUE

If free pratique is required at the port and has not been granted at the time of tendering NOR, the Master shall issue a letter of protest (LOP) to the port authority and the facility at the port. This LOP shall be issued as soon as possible after tendering NOR.

The Master shall in all cases re-tender NOR immediately upon any grant of free pratique.

H) INERT GAS

All vessels used for BP Group business, that are statutorily required to be fitted with an Inert Gas System (IGS), shall ensure that the system is fully operational so as to ensure the maintenance of the safety blanket in the vapour space above the cargo. Vessels fitted with an Inert Gas System (whether statutorily required or not) and if inerting is required as per the assurance requirements in section 6 of these voyage orders (Port Clearances), must arrive loadport fully inerted and use that system to ensure cargo spaces are kept fully inerted throughout the duration of this voyage charter.

An Inert Gas System refers to an installation that is capable of supplying inert gas at 125% of the vessel's cargo discharge rate.

A nitrogen or inert gas generator of only sufficient capacity for padding purposes is not considered as an inert gas system under these requirements.

I) BP BILLS OF LADING

(NB does not apply to ports in Saudi Arabia or Angola)

In event that bills of ladings other than BP's form are presented to master for signature and space is provided on the bills of lading form for names of parties and charterparty date, the master is to make all reasonable endeavours to arrange that charterers are shown as:

'BP PRODUCTS NORTH AMERICA INC.'

and is to insert owners name and charter party date as:

'TRAFIGURA MARITIME LOGISTICS PTE LTD'

'December 30 2016'

If these entries are not made the master is not to delay the ship sailing but is to

issue a letter of protest to suppliers in writing. The text of the protest should be in the form:

Quote

On behalf of charterers I wish to protest that their instructions passed by me to you to insert the name of the charterers, the name of the owners, and the charterparty date in the bills of lading for the cargo of (grade(s)) loaded on this ship at (port) on (date) have not been complied with.

Unquote

J) STS OPERATIONS

In the event that the vessel is involved in a Ship-to-Ship (STS) transfer operation during this voyage, the Master shall:

- As a minimum (and as applicable) issue the STS Service Providers with 7 and 3 days estimated and 1 days' firm notice of arrival at the STS location.
- Request and assess copies of the following documentation from the STS Service Providers prior to commencement of the STS operation:
 - a) The current hydrostatic test certificate for the cargo hoses, and
 - b) Evidence that the fenders used have been in service for less than the manufacturer's recommended retirement period (15 years for Yokohama fenders and 10 years for all others). This evidence can be either a copy of the fender OEM certificate or a signed letter by the providers' safety & compliance officer attesting the same, and
 - c) The full and specific risk assessments for the STS operation, and
 - d) The compatibility assessment of the two ships, and
 - e) Site-specific weather forecasts.

If any of the above documents are unavailable or unsatisfactory the Master is to advise BP Ship Operator / Duty Ship Operator immediately.

- Provide Vessel feedback on the STS Provider via:
<http://www.bp.com/en/global/bp-shipping.html>

K) BP ANTI-CORRUPTION & BRIBERY POLICY

The Owners and Master are specifically reminded of BP's anti-corruption & bribery policy and the anti-corruption clause in the charterparty (MAC 25 for time charters, Clause 3 for spot charters), including the prohibition on facilitation payments and other bribes. These requirements cover the activities of all port agents and other suppliers of services to the vessel. The Owners and Master must monitor these agents and suppliers, even where they have been nominated by Charterers, and notify Charterers promptly should they encounter any violation of these requirements.

L) USA REQUIREMENTS

- On receipt of these orders, Master to confirm that all certificates are valid for the

duration of the voyage. If not, master is to confirm what inspections are due that may delay the Load/Discharge.

- Master to confirm if the vessel has a valid COC in place for the duration of the voyage and when the next renewal/mid term inspection is due.
- If the vessel does not have a valid COC in place and an inspection of the vessel is required, the Master must re-tender NOR immediately upon issue of a valid COC.
- Master to confirm USCG COFR is valid for the duration of the voyage.
- Master to Ensure SCAC code is correctly placed on the BL.
- The USCG requires eNOA(Electronic Notice of Arrival) to be submitted 96 hours prior to arrival. One of the inputs is "Point Of Contact" this should be the local agent. The vessel should not use any of the Qualified Individuals for this section.
- Vessel to ensure AMS is filed in a timely manner to ensure there are no delays to loading or discharge.

M) VENEZUELA REQUIREMENTS

All vessels Calling at Venezuela to carry out the following additional security measures to meet USCG requirements.

- a) Vessel to implement measures as per the ship security plan equivalent to level 2 even though the vessel / Port may be officially at level 1.
- b) Ensure the access point to the ship is guarded at all times by ships Crew.
- c) Vessel to attempt to execute a Declaration of Security.
- d) Log all security actions in the ships log.

N) MAGELLAN STRAITS

All loaded vessels are not to transit the Magellan Straits.

O) SPARE REQUIREMENTS

BP SHIPPING EMERGENCY NOTIFICATION NUMBER:

WORLD WIDE +1 630 961 6200 or TLX (COUNTRY CODE UK 51) 290851

***** FULL DETAILS IN SECTION 7 OF THESE ORDERS *****

THANK YOU

Best Regards,

Timothy Higgins

Operations

Mobile: +1 713-444-6497

Direct: +1 832-320-2851

E-mail: timothy.higgins@trafigura.com<mailto:timothy.higgins@trafigura.com>

Trafigura Trading LLC

Branch Office Houston

1401 McKinney, Suite 1500

Houston, Texas, USA 77010

Phone: +1 832 203 6400 Fax: +1 832 203 6401

www.trafigura.com<https://clicktime.symantec.com/a/1/Bx99DVKluznlvIRyPc5YQtnjTrcRaxDu2FbZ7_hu_mlo=?d=d-

[BJfxq00EQVodF4xjCdhBPpPAFqhQAUJ3E6f5GtsNkHQBdpneBR_90t6CM9npgPpH2nIMzQWB2TDte6boLJLuoIS6le10-lrqOPefM6_-](https://www.trafigura.com)

[SOBOR2ITohL17r0u4rphCT9B4PW4k3kAoozP9WcS2E1AC54y6dUvnHskRLZf6I3HLi3kBGymiCazJQIB495MK_J4c9b9C9xFRo4LkMzNLkzdmOdYVXGzbqxj0Kmt6UcOIG-](https://www.trafigura.com)

[ktLlelqrn5uEUngHCApd29gOs2mYuvA1hnz_y1A0WVqe1Yg8HiV6JDxZldoYo3c2p96Coa8ze_YOMisXAFA53D4yRhhB8xciJa4SlebtzE1ITiVpw-mg8FLcXsH7TQ4T6XI9MTPHLfMR-](https://www.trafigura.com)

[TG8mrF5tFL7ZXXCt74ReEBj7W8_bH65UsodLh8s4h9ZmWBRIyQkwhxaUZG6L2LSUoOT1i7r2zIjWJ9R_M-wd5F_bepIK4Wd&u=http%3A%2F%2Fwww.trafigura.com%2F>](https://www.trafigura.com)

*****TRAFIGURA TC OIL FLEET 24HR COVERAGE OF URGENT MATTERS***** FROM
0000-0800 GMT – SINGAPORE OFFICE TEL: + 65 6319 2966
FROM 0800-1600 GMT – ATHENS OFFICE : + 30 213 020 2700
FROM 1600-2400 GMT – HOUSTON OFFICE : + 1 832 320 2851 / 2827
E-MAIL: TCOilOps@trafigura.com<<mailto:TCOilOps@trafigura.com>>

Announcement: Effective immediately all invoices (other than bunkers & DAs) related to Trafigura, must be sent to both OilTcPayments@trafigura.com<<mailto:OilTcPayments@trafigura.com>> and the fleet email, for payment process. As from 1st August 2015, copy only to the fleet email address will not guarantee timely payment.

From: Timothy Higgins

Sent: Friday, December 30, 2016 11:36 AM

To: 'Kaushik Neogy'; Commercial Services Operations; LARGO SUN - Technical

Cc: Fleet 1 Athens Ops; Samrat Dasgupta; LARGO SUN; Capt.Abhishek Kumar

Subject: Largo Sun / BP / CP 30th Dec 2016 / Voy 11 - Bunkering

Importance: High

Good Afternoon,

We have fully fixed the vessel with BP with a laycan of 2nd Jan 0001 – 3rd Jan 2359. We have been looking to supply the vessel with bunkers and have not been able secure any bunkers promptly. The vessel will most likely run out of LSMGO bunkers prior to replenishment and therefore owners will have to file for a noncompliance for burning HSFO. Please confirm when the noncompliance has been completed and filed. We are currently working on securing bunkers at Port Arthur, but the vessel will run out of LSMGO bunkers time the vessel is replenished.

Low Sulfur Fuel Oil Non-availability

EPA has launched an electronic portal through which owners of vessels can electronically submit a disclosure of fuel oil non-availability using a Fuel Oil Non-availability Disclosure (FOND) form. The electronic portal for submitting a FOND is managed through EPA's Central Data Exchange (CDX).

<https://cdx.epa.gov/>

Please note that we have looked for bunkers at Galveston Offshore, Bolivar Roads and SW Pass and either no avails or earliest delivery date not workable for us and we have checked with multiple supplies.

Thank you

Best Regards,

Timothy Higgins

Operations

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